(No Model.)

N. L. FOX.

CARRIAGE TOP JOINT.

No. 265,952. Patented Oct. 17, 1882.

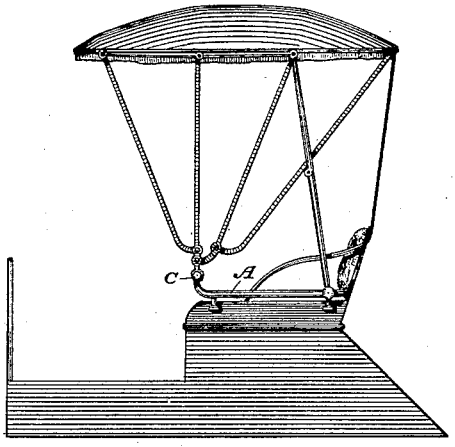

Fig 1.

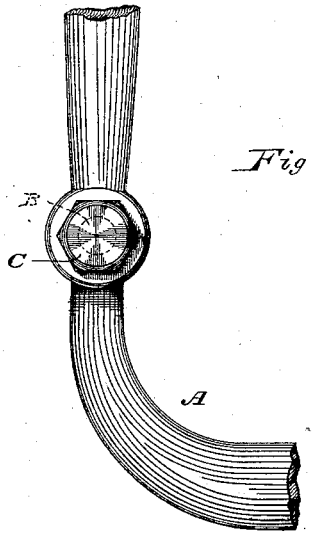

Fig 2.

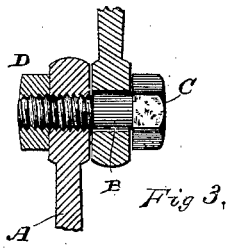

Fig 3.

WITNESSES

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UNITED STATES PATENT OFFICE.

NORMAN L. FOX, OF CEYLON, OHIO.

CARRIAGE-TOP JOINT.

SPECIFICATION forming part of Letters Patent No. 265,952, dated October 17, 1882.

Application filed August 30, 1882. (No model.)

To all whom it may concern:

Be it known that I, NORMAN L. FOX, of Ceylon, in the county of Erie and State of Ohio, have invented a new and useful Improvement in Carriage-Top Joints, of which the following is a specification.

The object of my invention is to secure a reliable noiseless pivotal joint-connection between the seat-rail and the bow of a carriage-top.

Heretofore the seat-rail and bow of carriage-top joints, so far as I am aware, have generally been formed by passing a headed screw-bolt through the main bow, which screw-bolt is an angular extension of the seat-rail, and applying a nut to the threaded end of the screw-bolt. The difficulty with this class of carriage-top joints is that the operation of lowering and raising the top loosens the nut and causes rattling and liability of entire disconnection of the parts. My purpose is to overcome this difficulty, and I do it by screw-threading a bolt-hole through the seat-rail and screwing the bolt into the screw-socket thus formed, and then firmly seating the set-nut upon the threaded end of the bolt.

In the accompanying drawings, Figure 1 is a side elevation of a carriage-top. Fig. 2 is a larger side elevation of my improved carriage-top joint; and Fig. 3 is a central section, partly in elevation, through the joint.

A indicates the seat-rail, the bolt-socket of which is screw-threaded, as shown.

B indicates the screw-bolt, provided with the ordinary bolt-head, C, formed to receive a wrench, and D indicates the set-nut. The hole through the bow is not screw-threaded, and the bow works with sufficient freedom in its motion to raise and lower the top between the head of the bolt and the carriage-rail in the usual way. With this construction, the bolt-hole through the seat-rail being screw-threaded to receive the bolt, there is much less liability of the bolt to be unscrewed and to get loose and cause rattling than usual, because the set-nut clamps firmly down around the bolt against the seat-rail, and the screw-thread of the seat-rail and nut, acting together, hold with great security.

Having thus described my improvement, what I claim, and desire to secure by Letters Patent, is—

The combination of the seat-rail having a screw-threaded bolt-hole, the bow, and the screw-threaded bolt and set-nut, substantially as set forth.

In testimony whereof I have hereunto subscribed my name this 28th day of August, A. D. 1882.

NORMAN L. FOX.

Witnesses:
T. C. CHAPMAN,
SAMUEL WEATHERBON.